

BEACON

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YOU LEARN BY LISTENING

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PHOTOS

All photos from Aviation Safety Counselor Banquet courtesy of:
ULTIMA STUDIO, INC WARWICK, R.I.

All ACONE banquet photos courtesy of:
Dr Gary Kearney.



NEW ENGLAND AVIATION SHOWS UP IN FULL FORCE TO CELEBRATE AN EVENING TO REMEMBER.

They came from every state in New England by plane, by bus, by auto. Caravans of vehicles, wending their way through heavy traffic to help celebrate the 12th annual Aviation Safety Counselor's Banquet.

And what a night it was!

Over 200 people converged on the RENAISSANCE HOTEL in Bedford, MA. to enjoy a really fun time. There was hand shaking, backslapping, hugging and smiles that only an atmosphere charged with conviviality and friendship could bring forth. And everyone agreed. It was the happiest, most fun filled event they had attended in years.

It was the 12th annual Aviation Safety Counselors Banquet, a function that not only recognizes people in the aviation industry for their accomplishments, but also allows old friends to catch up with one another.

After the initial cocktail hour that allowed many old time friends to conjure up some extremely humorous flying stories and a delicious Italian buffet, the banquet opened with Boston Flight Standards District Office (FSDO) Manager Janet Malouin welcoming everybody and humbly telling the safety counselors how much they were appreciated by the FAA. Obviously Janet's upscale tempo made a big hit since the crowd applauded her with a standing ovation.

After dinner, Bill Stevens and Mary Gabriel, Safety Program Managers, and Jack Donahue, Aviation Safety Inspector, took over the award festivities, giving a brief background on the person receiving the award. All kept the awards running smoothly with occasionally interesting and humorous highlights about the recipients.

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Janet Malouin and Tom Kinton

For the first time, the Board of Directors instituted a new category, Airport Executive of the Year. The award went to Tom Kinton, Director of Aviation at Massport.

Towards the end of the festivities, Ken MacDonald and Bill Cuccinello, making their usual competitive quips about the Navy and Marine Corps (both veterans of those services) awarded the many prizes that ranged from clothing to biennial reviews to aircraft models. They also gave special awards from the Aviation Safety Counselor's Board of Directors to Bill Stevens (who is retiring) and Frani Cross for outstanding dedication and loyalty to the safety program.

Receiving the coveted awards were:

Certified Flight Instructor of the Year

Joseph S. Ludovici

Aviation Safety Counselor of the Year

Eugene A. Bielecki

Aviation Maintenance Technician of the Year

John J. Connolly

Aviation Safety Counselor Good Friend Award

Operations - Robert Adelizzi

Maintenance – Rhode Island Airport Corp. Investigation Unit

(Alvan S. Moder, James J. Warcup, Theodore V. Drozd)

Outstanding Counselors of the Year

Lewis I. Owen, Operations; Roger L. Knight, Maintenance

Best Safety Program Supporter

Russell S. Arena

Best Wings Program Promoter

David W. Graham and the Aero Club of New England (ACONE)

Best AMT Program Promoter

Gerald Maney

The Bruce Pronk Distinguished Service Award

Norman J. Bishop

Safety Spokespersons of the Year

Frank Sanchez, Operations

John H. Steidinger, Maintenance

Outstanding Air Carrier Aviation Safety Counselor

William E. Dickson

2003 Airport Manager of the Year

Donna Belli, New Bedford Airport

2003 Airport Executive of the Year

Thomas J. Kinton, Jr., Logan Int'l Airport

Charles Taylor Awards

William B. Stinchfield and Edwin K. Reeves

Airport Safety Award of the Year for 2003

James H. Mathieu, Hanscom Field, Bedford

Supportive Organization Awards

American Aero Services, Inc.; Cape Area Pilots Association

(CAPA); Massport Fire and Rescue; Professional Aircraft

Maintenance Association; Raytheon Company Executive Aircraft

Operations; Rhode Island Airport Corporation (RIAC); Rhode

Island Pilots Association (RIPA); US Airways



Aviation Safety Counselors Board of Directors

CAVEAT EMPTOR

– Let The Buyer Beware

You've heard them all. Horror stories about aviation litigation cases. Flight instructors or high time pilots flying in the right seat who, although were not actually flying the aircraft or giving instruction but just going along for the ride, ended up in court because they had more flight time than the pilot. Lawsuits that bankrupted companies and individuals or cost them thousands of dollars to defend themselves, oftentimes because they were not covered with the proper insurance.

In one case a company that had been in business for over ten years declared bankruptcy, not because they lost the lawsuit. On the contrary, they won the case but the legal expenses were so expensive, the company went bankrupt.

Realizing that insurance can be confusing to many pilots or mechanics, we decided to locate a reliable source to better explain what pilots and mechanics should look for when insuring an aircraft or just plain protecting themselves whether they rent or own.

We decided to speak with Dan Schrager, President of Aviation Insurance Agency. Dan is located in the Civilian Terminal Building at Hanscom Field where he has been in business for over 15 years and prior to that worked at other agencies and as an aircraft insurance underwriter.

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NOTICE TO PILOTS AND AIRCRAFT MAINTENANCE PERSONNEL

**If you see anyone acting suspiciously on or near Hanscom property,
please call Massport authorities at 617 212 6592
or State Police at 781 869 8095.**

**When arriving at night and you need an escort,
call 617-212-6593 or 617-212-6592.**

Q: DAN. AS AN AIRCRAFT OWNER, WHAT TYPES OF INSURANCE AND COVERAGE SHOULD YOU BUY?

Dan: You should buy hull and liability, and buy as much liability as possible. Hull covers the airframe and engine and liability covers the pilot, passengers and anyone you might hit on the ground including other people's property during an accident. Remember, in these days of a very litigious society, you've really got to cover all the bases. When insuring the hull you should insure to a value that reflects the current value of the aircraft.

Q: ARE WE BETTER OFF TO GET QUOTES FROM VARIOUS COMPANIES ON OUR OWN OR GO TO AN INSURANCE BROKER?

Dan: Currently, there is one direct writing company. An aviation insurance broker will have access to all of the other companies. You don't pay anything extra for the services and expertise of the broker. Remember that the broker represents the insured, not the insurance company.

Q: WHAT SHOULD I LOOK FOR IN A BROKER?

Dan: Handle it like any other business venture. You want someone you can trust, depend upon. Look for reliability, length of time in the business, how knowledgeable are they, what aircraft owners and companies are in their stable and what insurance companies do they work with? Check out their references. Word-of-mouth is always one of the best recommendations.

Q: HOW MUCH LIABILITY INSURANCE SHOULD I PURCHASE?

Dan: As much as you can afford. Remember, we live in a very litigious society and your homeowner and most umbrella policies and other insurance won't protect you if a catastrophic event occurs involving your aircraft.

Q: I'M THINKING OF SELLING MY AIRCRAFT. SHOULD I RETAIN THE INSURANCE AFTER THE SALE WHILE THE NEW OWNER FLYS IT AWAY?

Dan: Insurance terminates upon transfer of title. Remember, you can't insure it if you don't own it. You need an insurable interest.

Q: IF MY PLANE HAS A MISHAP, WHAT GUARANTEE DO I HAVE THAT THE INSURANCE COMPANY WILL PAY ME?

Dan: Here again is where your broker comes in handy. They will advise you to place your insurance with a high quality carrier. They should explain any exclusions in the coverages. Finally, they can guide you and advocate for you during the claims process.

Q: OK. LET'S SAY I DO HAVE AN ACCIDENT AND ANOTHER PLANE HITS MY PLANE. EVERYONE AGREES IT'S NOT MY FAULT. SHOULD I HAVE MY OWN COMPANY PAY TO REPAIR THE DAMAGE OR SHOULD I HAVE THE OTHER AIRCRAFT'S INSURANCE COVER IT?

Dan: You can have your own company reimburse you for the repairs. They will attempt to subrogate against the other party's insurance for reimbursement. You can also seek to recover the damages through the liability coverage of the other party's insurance directly. If you are successful in proving that the other party was at fault, you may be able to collect for loss of use, diminution of value, and extra expenses incurred.

**BE A GOOD NEIGHBOR.
FLY FRIENDLY.**

Use AOPA or NBAA noise abatement procedures.

Q: HOW ABOUT AN ACT OF GOD? I KNOW MANY HOMEOWNERS HAVE COMPLAINED ABOUT THEIR HOMEOWNERS POLICY TO FIND THEY WERE NOT COVERED.

Dan: Let's not mix apples and oranges. Homeowners policies are not aircraft policies, but then again, a good insurance agent would normally point the homeowner in the right direction when first issuing the policy and notify him in advance if he's not covered, especially if his home is subjected to floods or earthquakes etc.

With an aircraft, you will be covered by an act of God such as lightning damaging your aircraft or a flood inundating it. Some items are hazy; hail for example. Since hail usually results in cosmetic damage, that is something usually discussed between the client and company at the time of occurrence, so there is no definite rule on that.

Q: I OFTEN RENT PLANES. SHOULD I BE INSURED?

Dan: Do pilots love to fly? Of course. You should be protected by insurance at all times when flying. When renting, be certain to ask the flight school or wherever you rent if they have insurance for renters as part of the rental agreement. I know many people recommend you have the renter show you a copy of the insurance agreement, log books, maintenance records of the aircraft but to be realistic, that's somewhat difficult. If you rent from a reliable source, and you know the firm, you may be able to take him at his word. But then again, CAVEAT EMPTOR.

As a renter, I suggest that you obtain as much coverage as you can. Some policies are quite inexpensive and do provide peace of mind. You can obtain a basic non-ownership policy from \$200 on up.

One thing I should mention about today's insurance policies. They've improved over the old "legalese" that was used years ago. Today, policies are written much simpler so that the layperson can better understand it. Usually, a policy will cover all you expect but will use the word EXCLUDED to let you know when something is not being covered, such as wear and tear. Again, always discuss coverage with your broker. Take nothing for granted. That's why you've hired him.

Q: DO FLIGHT SCHOOLS CARRY INSURANCE SINCE I RENT FROM A FLIGHT SCHOOL?

Dan: Certainly good flight schools do. Some however don't and it is your responsibility to find out.

Q: HOW ABOUT GLIDERS, FLOATPLANES, HELICOPTERS AND ULTRALIGHTS? DO THEY NEED INSURANCE?

Dan: Definitely. If you are flying in it, you will have an exposure. Just remember, some things are harder to insure than others. Check first before you find out that you can't buy insurance.

Q: I KEEP MY PLANE IN A HANGAR. AM I COVERED IF SOMEONE GETS HURT INSIDE MY HANGAR?

Dan: Most of the good companies include premises liability on their aircraft policies.

Q: WHAT DO INSURANCE COMPANIES LOOK FOR WHEN INSURING A PILOT?

Dan: They want to insure pilots in aircraft which they are qualified to safely operate. Obviously, time in type and total time are big criteria. Also any accident or incidents on record? Any DUIs or other items that might affect your flying. Do you participate in recurrency training and the Wings program? The more positive aspects you have in your favor, the better the rate you will obtain.

Just remember—Caveat Emptor. *Buyer Beware.*

If you research well before hiring your broker, you'll be pleased with the results and you'll say to yourself

Un lavoro fatto bene – *A job well done.*



Barbara Patzner
Airport Director

HANSCOM UPDATE

If you've been following the media lately, you know the big news at Hanscom involves the base realignment and closure (BRAC) threat at Hanscom Air Force Base. We are not alone, since Natick Laboratories, Westover Air Force Base and Otis National Guard Base in this state also come under review. Other facilities in adjoining states will also be evaluated.

Some people have estimated that the BRAC Commission may shut down as much as 25 percent of the bases nationwide as part of an effort to save three billion dollars annually.

Next March, the President will name a nine-member panel that will review the staff findings of bases that the Defense Department feels it no longer needs.

Those of us at Hanscom and nearby communities fully realize that these sites serve an important function in the research and development of products, not only for the military, but products that eventually become consumer products. In addition, our local communities benefit greatly through taxes, employment, and in short—provide a strong economic benefit to our communities.

The possible closing of these Massachusetts military bases is triggering reaction throughout the region. The Romney administration is working with our Congressional delegation to support the continued operation of Hanscom AFB and the Natick Army Labs.

Many of our Congressional, business and community leaders have sprung into action to emphasize the superior technology in this area with its skilled, educated and experienced personnel that provide innovations that cannot be replicated in other parts of the country.

Should activities at Hanscom be heavily curtailed, we will not only see a major economic impact to the region, but the far reaching effect will spill into community school systems and real estate. Hopefully, our representatives will convince the commission of the importance of the Hanscom facility.

Elsewhere at Hanscom, additional airport construction projects will be underway starting this summer. A bituminous concrete overlay covering a portion of the existing concrete on the East ramp is under design. The area includes the compass rose and will eliminate the cracks and spalls that have occurred over the years. Tango Taxiway will be re-constructed, new taxiway edge lights will be installed and all existing centerline taxiway and runway in pavement light fixtures will be replaced on Tango taxiway with new low profile lights. This should prevent the breakage of lights during winter snow plowing.

Our vegetation management and tree-clearing project is nearing completion. All that remains for this season is the grubbing, regrading, and seeding as necessary.

Phase two of the fencing project is expected to start in June. It includes installing an eight foot fence with three strands of barbed wire, and continues from Jet Aviation along Virginia Road, across Runway 5 up to the West side of the Pine Hill Gate, past the t-hangars to the approach end of Runway 11, further enhancing security at the airport. The project also includes replacing the gates with Sally port gates.

Boston and Maine has instituted six flights per day to Trenton, N.J..

As a final note, I'm happy to report we have a new piece of equipment that will be used this winter. It's a Snow Melter. I'm certain you pilots will appreciate the cleaner and drier taxiways that will result.

Thank you for all your cooperation these past months and safe flying.

Barbara Patzner

“RESPONSIVENESS — THE DRIVING ELEMENT IN OUR BUSINESS”

Those were the words of Joe Dini, Vice President and Group Manager and Ford von Weise, Vice President, both representing Business Aviation Finance, the aviation finance group of Merrill Lynch.

Both men have successful track records in businesses because they realize the key to success is high quality, instantaneous service. As Ford says, “When a company or individual is looking to purchase or upgrade an aircraft, they want someone knowledgeable in aviation with the financial tools to provide the best options for the buyer.”

Joe adds, “They also want a financial institution that has the credibility and capability to handle any size financial arrangement with a number of available options. That's why we're so happy to be part of the Merrill Lynch family.”

In a world that now communicates via high technology, it's not uncommon to see either of the two rushing to an airport, replying to email, using spreadsheets or speaking on a cell phone—all with their compact BlackBerry units. Instead of lugging laptops or separate cell phones, the BlackBerry enables them to write and reply to emails, phone calls and work with spreadsheets to provide faster and more accurate service.

As both men have commented, they can actually fit 24 hours of work into a 14-hour day. Rather than lose time by heading to their office to answer emails and phone messages, check spreadsheets and then put together quotes, all of it can be done while they're on the go.

Headquartered in Chicago, Merrill Lynch Capital offers a variety of financial products to public and private corporations and high net worth individuals.

The groups include:
Global Markets and Investment Banking
Merrill Lynch Capital
Equipment Finance

The Business Aviation Finance, headquartered at Hanscom Field, headed up by Joe and Ford, is part of Equipment Finance and handles both fixed wing and rotary aircraft financing for individuals or corporations that range from five million to seventy-five million dollars, but they can go over that amount if necessary.

Some people ask how can two men, working out of Hanscom Field, have the ability to cover the world in aircraft financing?

Marketing their aircraft financial products involves a very unique, but effective marketing strategy, which few companies can parallel, thanks to Merrill Lynch's vast enterprise.

Ford has the responsibility for covering the entire US, north of the Mason Dixon line, excluding California. Richard Barrett, a Merrill Lynch associate, covers the rest of the country from Texas. To expedite financial proposals, Pam Lenanon also of Merrill Lynch, works out of the Texas office and handles all credit transactions.

This method allows the group to work in unison and expedite financing of aircraft in minimal time, no matter the size.

Richard and Ford call on aircraft manufacturers and brokers, advising them on financial solutions for turbine powered aircraft.

In addition, an excellent, cross marketing strategy evolves through the Equipment Finance Group. They have 12 regional sales people who call on companies for tractors, machinery or other types of equipment and should the company require aircraft, they can recommend Joe and Ford's Business Aviation Finance Company.

Merrill Lynch also has 14,000 financial advisors who work with companies and individuals of all types in asset management who have



ACONE Celebrants

aircraft or might be looking into aircraft. Add to that the credibility of Merrill Lynch and you have an unbeatable combination.

So as you see, there is a world wide web that ties in with Joe and Ford's Business Aviation Finance Company.

How fast can a prospective client expect to consolidate an aircraft purchase?

As an example, a prospective customer decides upon upgrading or purchasing a new aircraft, perhaps a Challenger 604. Should they lease or buy? Ford and Joe first investigate how the plane is to be utilized; what distances will it travel and how many people will the aircraft carry? Because of their high tech tools, they can get back within a day to the prospect with a recommendation of the type of aircraft most suitable for their firm and complete figures that include maintenance, operating costs and the purchase price. They will also offer a choice of outright purchase or lease.

If the client agrees to their proposal, it then goes to Pam who, within 10-15 days will have the paperwork arranged and ready to go.

That's what is meant by instantaneous service.

Far too often, clients find they have to wait an inordinate amount of time when looking into equipment, a real big negative when running a business.

Undoubtedly, no other airport in the Northeast offers such a variety and depth of options with experienced finance people who are also pilots and understand aviation business. Their understanding of client's needs provides clear, concise answers to any query.

But, as Joe and Ford both echo, "Responsiveness is the driving element in our business. That's why we believe and give instantaneous service.

AIR SHARES SHARED-OWNERSHIP PROGRAM TAKES OFF FULL THROTTLE

It was seven months ago when Brad Rosse brought his idea of shared-ownership aircraft to Hanscom and now, seven months later, there are close to 100 owners in the program with two new locations opening soon in Detroit and Florida.

According to Brad, the AirShares Elite Shared-Ownership program is an exciting and effective way to own a brand new aircraft, with guaranteed operating costs for a fraction of the cost of a new airplane.

The program allows you to fly when you want, where you want, without ever worrying about the financial unknowns of aircraft ownership. Owners are registered with the FAA with an undivided interest in a specific aircraft. Your aircraft is part of a fleet of identical aircraft, so when you purchase a share, you get an entire fleet of aircraft at your beck and call.

The aircraft are professionally maintained, serviced, and detailed by AirShares Elite. And the aircraft are always ready for your flight whether you've scheduled a year in advance or just dropped by on a sunny afternoon. As Brad says, "Just imagine. You can own a brand new, state-of-the-art airplane for about the cost of a luxury car."

According to testimonials, owners are extremely pleased with their decision.

One owner, Mr. Michael Barach is one of the program's advocates.

"As an instrument-rated pilot with over 1,300 hours who has been flying since 1991" says Barach, "I've had the pleasure and curse of being the sole owner/operator of three different airplanes, a Mooney 201, a Mooney Rocket, and a Cessna P-210. During a majority of this time, I've flown out of Hanscom/Bedford, but after learning about the Airshares Elite program last fall and meeting with Brad Rosse and Pete D'Auteuil, and then test-flying the Cirrus SR-22, I was intrigued with the many advantages of fractional ownership".

"After analyzing my historical costs of airplane ownership and researching the Airshares Elite national track record, I decided to let Brad and Pete sell my P-210, and purchased a 1/8th share in the program."

"The modern avionics of the Cirrus SR-22 makes flying easy and provides a tremendous sense of safety. The composite materials provide exceptional speed and lift as the fixed-gear Cirrus climbs and cruises faster than my retractable Cessna P-210."

"When I need to use the plane, I make a reservation online in about one minute, or place a telephone call to an 800 number that takes about two minutes. And then I show up and Jet Aviation hands me the keys. All databases and charts on the plane are up to date. If the outside air temperature is below freezing, Jet Aviation will have pulled the plane out 15 minutes before my departure, so I don't have to worry about overnight temperatures or recent snowfalls. If I notice a squawk, I write it on a piece of paper and the problem gets taken care of by someone else. I don't worry about maintaining the airplane, or time lost due to service issues. The use of an airplane has now become an easy, known-cost, no-hassle extension of my life.



Breaking bread – ACONE style

"In conclusion, the Airshares program is the lowest hassle, most convenient, lowest cost way for me to own and operate a cutting-edge single-engine airplane. Brad, Pete, and Michelle have been running this operation in a professional, friendly, open manner, and my experience as their second customer has far exceeded my expectations and have brought renewed joy and vigor to my flying. Without hesitation, I can enthusiastically endorse this program, and the Cirrus SR-22."

If you're interested in knowing more about this unique program, the AirShares Elite office is located on the second floor of Jet Aviation. Their phone number is 781-541-7070 or you can visit their web site at www.airshareselite.com

AirShares Elite has locations in Atlanta, Birmingham, Boston, Chicago, and New York.



Award Winners

GALA EVENING PUT ON BY ACONe HONORS EIGHT NEW ENGLANDERS.

It was a festive occasion with close to 200 people attending.

The Aero Club of New England (ACONE), the oldest aero club in the Americas chose eight New Englanders to receive the coveted Aviation State Awards.

These awards are presented yearly to the top New England people or organizations that have gone that extra step to further the professionalism of aviation.

The Awards Night took place April 29TH at the Sheraton Lexington Hotel in Lexington, MA.

After the socializing that enabled many aviation aficionados to get together with friends, exchange pleasantries and catch up with old "war stories", Dave Graham, president of the Aero Club of New England opened the evening by introducing various member of the ACONe board and many of the individuals who helped make the event possible.

Dr Gary Kearney and Bill Johanssen, both ACONe board members who chaired the event, alternately introduced the honored winners and their sponsors.

The honored recipients were:

Shelia Bauer-Honored Member Award

She received the coveted Honor member Award for her many regional and national contributions to aviation education,

Shelia Bauer, is the Federal Aviation Administration's National Program Manager for Aviation Education and has been extremely active in furthering education in the aviation field, especially among schools. Shelia was previously selected by the National Coalition for Aviation Education (NCAE) as the recipient of its 2003 Dr. Mervin K. Strickler, Jr., Aviation Education Leadership Award.



Shelia, a licensed pilot, former fixed base operator and classroom teacher, helped establish Aviation Space Education Councils at the grass roots level - first in Massachusetts and then to the remaining New England states.

One of Bauer's other significant achievements has been the annual Aviation Career Education Expo at Logan International Airport in Boston, Massachusetts. Working with the Massachusetts Port Authority, United Airlines, and the Massachusetts Pre-Engineering Program for Minority Youths and the FAA, the daylong program has provided over 18,000 students from the Boston area with a look at the opportunities available for them in the aerospace and aviation industries.

David Frawley-Presidential Award.

If there ever were a "grand old man of aviation" the credit would have to go to David E. Frawley of Mattapoisett, MA, a Federal Aviation Administration pilot examiner and flight instructor.

Dave is probably one of the most highly certificated flight instructors in the world today and has flown a multitude of aircraft. He often travels to others parts of the world to check out pilots on aircraft unfamiliar to other check pilots. He is familiar with all types of aircraft from antique to modern day planes.

Born in New Bedford in 1920, he started flying in an old Kitty Hawk biplane. In 1941, he joined the Army Air Corps as a flight instructor. Dave has tested many new aircraft, among them, the world's first twin-engine helicopter—the Omega BS-12.

Joseph Ruseckas –Massachusetts

Ruseckas was recognized for his contributions to aviation during a career with the military and research and development with the David Clark Company. His background includes many national accomplishments during WWII with the U.S. Air force, David Clark Co., NASA, U2 program and his involvement in community work.

His background includes flying B-25s and B-24's, L-2s and L-5s Liaison aircraft and all single engine fighters including P-39, P-40, P-47, P-51, and P-63. He also served in India where he flew missions in Burma over "The Hump".

At the David Clark Company of Worcester, MA, he worked on Pilot's Protective Equipment, i.e., Anti-G Suit and High Altitude Partial Pressure Suits as first worn by Charles "Chuck" Yeager and other test pilots at Edwards AFB. He became department manager for Aircrew Life Support Systems, which included the Navy's Full Pressure Suit development, enabling Marion Carl, Marine ace of WWII, to break the altitude record at 83,000+ feet in the rocket powered Douglas D558II in 1953.

Bob Martens –Connecticut

This award was given to Martens for combining humor and showmanship to the flying community, enhancing both aviation education and safety in Connecticut and the New England Region and being very innovative in his FAA seminar programs.

Bob's background includes over 7000 flight hours and seven years with the United States Air Force flying helicopters and a variety of other aircraft, including C-130s and the C-5A Galaxy in Japan and the U.S. He has been deputy Commander and Chief of Safety for the 439th Support group and was recalled for Desert Shield/Storm in 1990.

He is currently employed as an FAA Safety Manager with FAA Flight Standards District Office in Windsor Locks, Conn. He is a certified flight instructor with an Airline Transport Rating, one of the highest attainable ratings in aviation.

Ed Lappies-New Hampshire

For significant contributions to the sport of hot air ballooning in New Hampshire and New England, and organizing the "IronButt"

balloon safety seminar; operating New Hampshire's only balloon repair station, and supporting the Granite State Balloon Association.

Ed and Mary Ann Lappies have over 4500 hours of balloon flight experience. Ed began his hot air ballooning career in 1970 in Cleveland, Ohio when there were only 250 balloon pilots world-wide

Ed passed away recently but if you're wondering what's it like to fly a balloon where the highest ground winds were ever recorded, without a doubt, Ed knew. He inflated his balloon atop Mt. Washington on Sept. 8, 1982.

William Bendokas-Rhode Island

In recognition of outstanding dedication in providing year-round, scheduled air service for the benefit of the communities served by New England Airlines since 1970.

Bendokas purchased what became New England Airlines in his early twenties, and has been in continuous business as Rhode Island's only based scheduled airline since 1970.

The schedule runs between WST (Westerly, R. I.) and BID (Block Island, R.I.), year-round, 7 days a week, 365 days a year. The airline is literally a lifeline for Block Island residents, whose prescription drugs are flown over or who need to get "off island" in a hurry for medical care or other emergencies.

Laurel Zeno-Vermont

In recognition for outstanding contributions in Aerospace Education and impacting countless young adults throughout New England by promoting NASA programs through the Vermont Space Grant Consortium in Burlington, Vermont.

After receiving her Vermont State and National certifications in Emergency Medicine, Laurel served nearly fourteen years as a volunteer on the Milton Rescue Squad, as squad Training Officer, and on the VT District #3 Medical Ambulance Board for the Medical Center of Vermont,

She attended ten Fire and Hazardous, and was part of the Red Bird Command Team, which planned, set up, and ran the largest aircraft disaster drill, held at Burlington International Airport. The Red Bird Command Team analyzed the drill results and generated a draft for the first and present, Disaster Plan for the Burlington International Airport.

Maine Powerchute Association—Mr. John Gobel, President

In recognition of the participation in the 100th anniversary of flight by flying powered parachutes in relay fashion from Maine and delivering the state flag to the Wright Brothers National Memorial in Kitty Hawk, North Carolina.

This group participated in EAA's Fifty Flags to Kitty Hawk program by flying their powered parachutes from Augusta, Maine to Kitty Hawk. It took 9 days for their group of eight pilots and five ground crew members to get from Augusta to Kitty Hawk. The trip to Kitty Hawk contributed to Maine aviation by representing the state of Maine to a national audience.



ACONE PRESENTS REAL THRILLER

It could have been a scene from Alfred Hitchcock's classic movie, *SPELLBOUND*, where the entire audience remained awestruck, mesmerized, completely captivated. Call it what you will, but on April 1 the Aero Club of New England presented one of the most provocative meetings ever in their presentation of *FLIGHT 800, TWA-THE OTHER STORY*.

After the usual convivial social session and a delightful dinner that gave everyone an opportunity to catch up with old friends and flying stories, ACONe President Dave Graham introduced the speakers, giving a description of their impressive backgrounds, Captain Albert Mundo, TWA (Ret) and Rocky Miller, a TWA 25-year Flight Attendant.

Together with a 55-minute videotape, loaded with facts and simulated aircraft missile tracks, entitled, *SILENCED*, the two men entertained the audience with a presentation on the final moments of Flight 800 before it was lost south of Long Island on the evening of July 17, 1996. If ever an audience was spellbound, this was it.

Earlier that day, Captain Mundo and his crew had flown the Boeing-747 on the inbound flight from Athens to JFK. After changing crews, refueling and preparing for the next leg to Paris, the B-747 subsequently departed New York that evening and disappeared – in flames.

In his thought-provoking presentation, Captain Mundo presented facts that he felt were contrary to findings by the NTSB.

The program wasn't intended to be a course in Aircraft Accident Investigation - 101, or an attempt to degrade the good work that the NTSB has accomplished over the years. The captain, a highly seasoned B-747-200 captain with a thorough knowledge on the detailed workings of the -200 series, simply brought his thought-provoking presentation on other aspects as to how TWA-800 could have disappeared.

Much of the audience felt the speakers compiled a convincing case that a missile may have downed flight 800 and that the real facts never surfaced.

However, the speakers seemed to have bent over backwards to avoid any speculation, by presenting a long list of incontrovertible facts, by and large allowing the audience to draw its own conclusions.

In fact, they had not have even mentioned the fact that the US Navy was conducting a multi-vessel top secret exercise that night on the water where Flight 800 blew up until an audience member mentioned it.

The FBI interviewed over 700 witnesses, and it was difficult to assess the veracity of the information obtained, as usually happens during a crisis situation. In one instance, they mentioned a combat veteran helicopter pilot's unshakeable description of military ordinance coming at and hitting Flight 800. It was also mentioned that several key witnesses (including Rocky) had been ordered to remain silent during the public hearings and neither ask nor answer questions, again normal procedure during investigations.

According to the speakers, some ACONe members felt it didn't seem speculative to assume that Flight 800 was the victim of a surface-to-air missile, and that the famous center fuel tank explosion was a secondary event.

According to other sources, on July 16th, 1998 an extensive report on the cause of the crash was delivered to the House Aviation Subcommittee.

Composite radar graphic showed that five key radar targets were identified within a 3 nautical mile radius of Flight 800 when its transponder failed; Flight 800, USAir Flight 217, and a Navy P-3 submarine hunter. The two surface targets included an unidentified boat 2.9 nautical miles northeast of Flight 800, and another unidentified boat

2.7 nautical miles away captured on radar, traveling away from the crash site at over 30 knots.

According to Jim Hall, chairman of the National Transportation Safety Board, all three theories — a bomb, a missile or mechanical failure could have been a possibility.

Despite all the controversy surrounding the missing 747; the only constant in the investigation is that 230 people aboard the Paris-bound Boeing 747 are dead.

The Aero Club of New England has undoubtedly presented one of the most provocative sessions ever in aviation. Members and guests are still discussing the subject matter, and though nothing may be resolved among the members, it certainly makes for great dialogue and an aviation-learning experience.

BOSTON FSDO MANAGER DESCRIBES NEW FAA CSI PROGRAM DESIGNED TO AID FAA CUSTOMERS

Janet Malouin, Manager of the Boston FSDO (Flight Standards District Office), who was on temporary detail as Acting Assistant Division Manager at the Eastern Division, has returned to manage the Boston FSDO with special emphasis on the FAA's new CSI (Customer Service Initiative) program.

"In February 2003," Janet explained, "the Associate Administrator for Regulation and Certification (AVR), announced its Customer Service Initiative (CSI) which is intended to both assure FAA customers of our commitment to improving our relationships with them and to emphasize to our employees exactly what we expect in their interactions with operators and the public."

"Today, the challenges facing aviation demand nothing less than transforming the system. Securing safe air travel, navigating industry uncertainties, and managing new technologies require that we embrace change as never before."

"Our Flight Plan lays out in great detail our four goals:

- Increased Safety
- Greater Capacity
- International Leadership
- Organizational Excellence"

"We expect to do this by increasing our surveillance activities, conducting special emphasis inspections and training on 'Systems Safety' for our operators and providing seminars and conferences on runway incursions for CFI's, DPE, pilots, maintenance technicians and ramp personnel."

"In supporting this effort, a unique process for our customers has been developed to address issues that may arise during interaction with our employees. It is the "Customer Service Initiative (CSI) and is designed for our customers to raise issues through our "chain of command" with the goal of resolving those issues at the lowest possible level. We intend to respond to our customers needs with service, integrity, competence, accountability and partnership. We have briefed all of our operators on CSI and more specific information can be obtained by going to CSI website at <http://www.faa.gov/avr/afs/csi/opguide.doc>. Additionally, as I have often said before, a manager is only as good as the individuals that work for them. In my case I am extremely fortunate for the workforce I supervise. I am committed to improving our organizational performance as well as employee satisfaction and will do this by meeting with my employees to improve communications, reward and recognize performance and leading performance through accountability."



THE END OF AN ERA

Shown is the original East Coast Aero Technical School Hangar, along with photos of the demolition that took place to make room for a new hangar and offices.

The school was originally located on the Air Force Base and later moved on rollers (very much like the building of the Pyramids) to its location on the West Ramp.

The school was started by John Griffin, an electrical engineer and chief pilot for Northeast Airlines who was recognized as one of the leading proponents of aviation. Incidentally, total tuition in 1932 at the school which included the Master Technician Course, tools, textbooks, coveralls and all supplies, was \$1459.00.

The East Coast Tech School is now located on the right side of the roadway leading to the Civil Terminal and is still considered one of the outstanding aircraft technical schools in the country.

Once the demolition is complete, a new, modern state-of-the-art hangar, complete with offices, will be constructed in its place.



FESTIVAL OF FLIGHT AT M.I.T.

It was Sunday, April 25 and over 150 people wended their way by car, bicycle, foot and public transportation to help celebrate the 100 years of flight at the M.I.T. Museum's FESTIVAL OF FLIGHT.

Thanks to Beryl Rosenthal who coordinated many of the events and publicity in conjunction with Hub of the Air Universe, the daylong array of speakers, hands-on demonstrations, and presentations gave flight fans the chance to learn about the activities and resources of local and national flight-related organizations such as Massachusetts Aviation Historical Society, NE Aerobatic Club, NASA, FAA, Women in Aviation International, Civil Air Patrol, and Draper Laboratory.

Especially impressed were many of the younger set who felt they now had a direction in life—aviation or the aeronautical sciences. The speakers were impressive in their talks. They included Linda Fuhrman, program manager for Draper Lab's Space Systems, who discussed future NASA projects, including the Orbital Spaceplane, and Paul Fjeld, former NASA artist, who discussed Recreating Apollo 11, Hollywood and the Physics of Spaceflight.

The exhibition, Hub of the Air Universe, focused on the flight-related efforts and achievements centered at MIT as well as throughout the state's aviation industry. The program featured one-of-a-kind artifacts, including a piece of the original fabric that covered the Wright Brother's 1903 Flyer; one of the oldest wind-tunnel models and parts of human-powered airplanes built by MIT students in the 1970s and 1980s.

For many of the "old timers" in aviation, especially those who might have been involved with some of those events, you could spot tears of nostalgia on their faces.

Fortunately, it was one of our glorious New England days—weatherwise and without a doubt, all who attended had a wonderful time. Families walked around with bags of goodies and airplanes made of every conceivable kind of material. Many old friends had a chance to catch up with one another and "shmooze" about old times in aviation.

As many attendees remarked, "what a wonderful eye-awakening experience for everyone, young and old. It shows the many advancements we've made throughout the years. We hope M.I.T does it again next year."

RUNWAY SAFETY ACTION TEAM (RSAT) PROGRESSING AT HANSCOM FIELD

The Hanscom RSAT held their monthly meeting April 7 and Jim Mathieu led off by announcing that he was pleased to say that in the past 24 months, BED has not had any runway incursions.

The only recent Operational Deviation occurred when a truck entered an active runway but the operation was then successfully coordinated with no loss of separation. It points to the effectiveness of the previous efforts to reduce runway incursions and surface incidents.

Ken MacDonald then presented a slide presentation which described the purpose of the Runway Safety Assessment Team and the importance of an effective Surface Incident Prevention Plan. He also explained the differences between a runway incursion and a surface incident and reviewed some examples of past runway incursions that resulted in disasters, outlining the causes that created them.

The group then reviewed the BED Surface Incident Prevention Plan from March 2002 after which Jim Mathieu reviewed the driver training program and the requirements of that program.

The BED Air Traffic Control Tower (ATCT) expressed concern about aircraft towing operations that occur between sunset and sunrise. They observed that aircraft being towed from Jet Aviation across Runway 5 to

Hangar 24 are difficult to observe because the aircraft is not lighted and the headlights on the tug face away from the tower, making it very difficult for controllers to see the aircraft being towed. According to ATCT, if there is any delay in the operation and the controller needs to use Runway 5 for traffic, it is nearly impossible to sight the unlighted aircraft when doing a visual scan of the runway. It was recommended that some method for lighting the tug such as a flashing yellow light, or of lighting the aircraft, such as a light directed from the tug to the tow, be used to make the operation more conspicuous.

It was also noted that Customs is located on the east side of the East Ramp. There are taxi lead-in lines from taxiway C to the ramp area in front of the Customs Building. When the tower is using runway 29, there are often several aircraft taxiing on taxiway E to the active runway. Currently, the aircraft waiting in the customs area either wait until taxiway E is clear or they taxi through the ramp area to join taxiway E near taxiway G. A safer operation would be to define a taxi lane along the north side of the east ramp. This would create an alternate route for aircraft using customs and is safer for aircraft to use.

TOM KINTON LOOKS AT THE FUTURE OF HANSCOM

The FAA/Safety Counselors at their annual banquet, recently named him Airport Executive of the Year, the first time such an award was given.

He's been Aviation Director at Logan since 1993 and during his 28-year tenure at the airport, he has held the positions of Director of Operations, Airport Facilities Manager and Building Maintenance Manager. In addition, while he studied civil engineering in college, he worked part time at Logan. Obviously if anyone knows every facet of running an airport from the ground up, it would have to be Tom Kinton.

Tom's responsibilities extend far beyond Logan, since his jurisdiction also includes Hanscom Field and Worcester Airport.

When asked how he felt about being the first person to be singled out for the coveted Airport Executive of the Year Award, he replied, "Of the other honors I've received over the years, this is one of the most prestigious because it comes from people "in the trenches", people who are mechanics, pilots, executives, maintenance technicians, line people, people who have the responsibility to make certain planes fly safely and who appreciate good airport operating procedures and facilities. It really meant a lot to me."

Massport is fortunate to have an airport director like Tom because he's the type of person who knows how to listen and who never stops learning. As Tom says, "You can't learn much from the other person if you continually talk and never give the other person a chance to speak."

Over the years, his knowledge has broadened in a wide variety of areas through management courses, conferences and speaking engagements (where he normally spends time researching subject matter for his talk) and just plain listening to ideas. As he says, "You never know where good ideas come from. They're not always from your top execs. You'd be amazed how many valuable ideas emanate from mechanics, secretaries or line people. These people are close to the picture and oftentimes can see things that we execs could miss."

"Above all," he continues, "Experience is really the best teacher. After you've been through so many experiences or have familiarized yourself with happenings at other airports around the world, you really get a better grasp of things at your own facility."

"As a matter of fact, I just came from a meeting where we discussed the roof collapse at Charles de Gaulle Airport. We will follow the

investigation on the roof collapse to learn what caused the failure. We try to be as pro active as possible.”

When asked about the future of Hanscom, Kinton noted that Hanscom has a bright future. Depending upon the economy, Hanscom could see itself as a reliever airport for corporate jets from Logan because of major airport congestion, especially with more companies purchasing jets.

Since 9/11, the corporate jet market has increased rapidly because jets offer more flexibility for their executives, particularly in emergencies when the executive must return at a moment’s notice. It also allows companies to become more competitive. Instead of their personnel spending time traveling to and from large airports, wasting time in traffic and then utilizing connecting flights to get to their destination, corporate jets fly when the execs are ready to fly and get them directly to their destination without changing aircraft. It also allows the exec to spend more time with his/her family, again saving money on lodgings and restaurants. Some aircraft companies are now manufacturing jets at a million dollars or less, which expands their marketplace.

In addition, customs services, now located at Hanscom, enables aircraft from around the world to land at Hanscom, thus expediting their itinerary. Rather than get involved in long landing and taxi procedures, they can move in and out of Hanscom much faster, saving time and money.

Kinton also recognizes there are other areas of interest at Hanscom. Several freight companies have inquired about Hanscom facilities. “There has been nothing definitive”, he adds. “It actually depends on distribution of their packages, but who knows what the next five years will bring”

When asked about priorities, he spoke of T hangars. “There has been a waiting list for sometime, and presently RFPs are going out. In addition, construction is underway for a new hangar that includes office space.”

Badging has become a sensitive issue but as Tom mentioned, he is pleased with the cooperation of Hanscom pilots and personnel. “Badging is essential,” he said. “Hanscom has a good deal of traffic and as such we need good security. Should other airports shut down for some reason, Hanscom could remain open because of our high-level security mandate. It’s also expected that Hanscom will play a large part in future conventions and meetings since corporate jets find Hanscom a much easier airport to utilize than large major metropolitan airports.”

It’s often been mentioned that Cape Cod might provide an excellent route from Hanscom. According to Tom, it could happen eventually if Logan utilized peak pricing. Then it would make more sense economically for a carrier to operate out of Hanscom.

Our final question to Tom: As pilots, technicians, or airport personnel, what can we do?

“Be observant. Nobody knows the airport or personnel that frequent this airport better than you. Be our eyes and ears. If you see something that seems suspicious, don’t hesitate. Call Massport or State police immediately. And of course, observe the fly quiet rules. We have some beautiful communities nearby and they appreciate their solitude and beauty. Let’s work with our local communities.”

Questions this issue from customs inspector Ken McCaffrey

QUESTION:

Who are the only three managers to manage All Star teams in both leagues?

ANSWER:

Alvin Dark, 1962 National League, 1974 American League
Sparky Anderson, 1970, 1972, 1975, 1976, National League and 1984 American League
Dick Williams, 1967, 1972, 1973 American League and 1984 National League

QUESTION

Since 1950 who is the only man to win an MVP and then manage a world series team?

ANSWER:

Joe Torre



Amy Corbett at ribbon cutting ceremony

FAA DEDICATES NEW BOSTON TRACON FACILITY

With a large number of dignitaries present, the FAA dedicated its new Boston Consolidated Radar Approach facility in Merrimack, NH, May 14.

The ceremony started with the Pease Honor Guard and the Pease Air National Guard opening the formal procedure.

Amy Lind Corbett, Regional Administrator, FAA New England region, acted as Master of Ceremonies as she introduced the various dignitaries who acknowledged all those who had worked so diligently on the project to bring it to fruition.

After the ribbon cutting ceremony, the group was taken on a tour through the new facility where they were amazed not only at the modern state of the art equipment, but at the redundancy and fail safe operation of the facility.

The new TRACON facility took approximately eight years to complete and will consolidate the approach control functions of two area airport radar approach controls into one building. The consolidation will include radar approach controls from Boston Logan (A90) and Manchester (MHT) airports and is expected to enhance coordination and the effective use of airspace throughout the Boston metropolitan area into southern and central New Hampshire.

The approach/departure function will then be known as “Boston Approach/Departure” regardless of which area you are working with.



RUNWAY SAFETY DAYS CALLED HUGE SUCCESS

If you were one of those fortunate pilots that received FAA material from an FAA Safety Counselor during SAFETY DAYS May 22nd and 23rd at various airports through out New England, you obviously can appreciate the hard work that went into the program.

Heading up the program was Harry West, Cathy daSilva, Kenneth MacDonald and Andrea Reine, all from the FAA New England Runway Safety Program Office.

As part of the program, the safety managers of all New England Flight Standards District Offices (FSDOs) were called upon to assist in developing the program. George Gabriel, Bill Stevens, Bob Martens, John Woods, Peter Lindberg, Dave Pebble, and John Gagliardi from the Flight Standards Office participated.

Other members who helped plan the event were Brad Davis and Julie Setsam, representing airports and aviation education respectively, and Bill Cuccinello, Cheryl Liss and Daniel Schrager from the aviation industry were also present during the planning stages. A great deal of time and effort went into the program, aimed at making aviation safer.

In addition, safety counselors throughout the New England region were assigned to various airports and instructed to distribute the material to pilots during those days.

The number of Aviation Safety Counselors participating was 115 and the number of airports covered by the counselors tallied 99. Each counselor gave away a minimum of 20 books and other printed material.

The purpose was to get surface safety information into the hands of pilots to help raise their awareness of surface safety and thus reduce the number of runway incursions.

Runway incursions at towered airports have been the focus of FAA attention for several years. The crash of two Boeing 747 aircraft on the runway at Tenerife in 1977 drew the attention of the aviation community worldwide to the severity of the runway incursion problem. Towered airports, with the assistance of the FAA, have developed programs to mitigate errors made by pilots, air traffic controllers and vehicle drivers in an effort to reduce the number of runway incursions.

Pilots flying in and out of non-towered airports are subject to many of the same errors that cause runway incursions at towered airports, but there are no records kept or action taken to prevent these deviations. Runway incidents go unnoticed until an accident occurs. This was well illustrated on November 16, 1996 when a Beech 1900 airliner landing on runway 13 at Quincy, Illinois collided with a Beech King Air A-90 taking off on runway 04. The King Air pilot spoke to no one, and when the 1900 pilot called to ask whether the King Air was going to take off or stay, a third aircraft answered that they were holding. The result; a fatal runway accident. Recently, at Westerly, Rhode Island, an aircraft landed on top of an aircraft taking off resulting in a fatal runway accident. The conclusion is that runway safety is a problem at both towered and non towered airports.

Last year, at towered airports in the United States, there were over one thousand surface incidents, 324 were classified as runway incursions. Records kept at towered airports between the year 2000 and 2003 showed that 57% of the runway incursions nationwide were caused by pilot deviations. Although records are not kept at non-towered airports, one would have to believe that the record at these airports is no better and possibly a lot worse. Clearly, something must be done to improve runway safety at airports.

The New England Runway Safety Program Office has supplied information on why incursions happen and methods to eliminate them, through mailings and safety seminars. There are approximately 30,000 pilots in New England, yet only 10 to 15 per cent of these pilots attend safety seminars.

The Safety Councilors from the three New England Flight Standard District Offices volunteered to be at New England airports for Surface Safety Days, May 22 and 23 where they handed out surface safety information including a copy of the just published "New England Pilot Reference Guide." This manual was chuck full of information that pilots could use on every flight, including taxi charts for the region's towered airports.

If you haven't received a copy of the material, you might be able to locate a copy at your nearest FSDO office.

YOU LEARN BY LISTENING

She has what she feels is the ideal job because it's a culmination of her strengths derived from pursuing her education, career aspirations, and personal interests.

She worked as an English teacher. In 1978, she got interested in flying and got her private pilot's license in a Piper 140 at Hanscom Field. She also developed a keen interest in law and earned a law degree at Suffolk Law School while interning as a part-time law clerk with the FAA to gain aviation law experience.

The FAA brought her on full time as an aviation attorney with a focus on aircraft engine and propeller standards, enforcement investigations, and internal legal issues.

Today, after years of study and major accomplishments in her field, she heads up the New England Region as Regional Administrator for the Federal Aviation Administration (FAA).



Her name is Amy Lind Corbett and as the Regional Administrator of the New England Region, she serves as the senior agency leader in the region, providing regional cross-functional oversight for the Administrator and the FAA Management Board, interfacing with industry, the public and various governmental organizations. She manages regional programs for financial services, logistics, information technology, and the command and control for communications within the region and with FAA Washington Headquarters.

The position demands robust leadership and communication skills. The responsibilities require strong interface among the regional FAA components and the aviation community, ranging from flight schools to CEOs of major airlines to Members of Congress. Her legal training serves her well as she ensures all the parties are onboard to seek solutions to issues involving commercial and general aviation, airport development and environmental issues, air traffic control, installation and maintenance of lighting and navigation systems, aerospace medicine, flight standards, human resources and civil rights. Airworthiness certification for engines and propellers worldwide comes within her domain.

And this is where Amy shines.

Her teacher training required her to study and listen when investigating situations.

Her legal background taught her to analyze and look at all aspects of a problem before making a decision. And her innate ability for marketing, communications and management, allow her to get to the heart of the problem, and put together the right teams to accomplish the goal.

As many of her FAA staff will tell you, they have the highest respect for Amy. Her management style is impressive. She's not only a "people person," but also a real problem solver because she knows how to listen. "She doesn't micro manage," they'll tell you. "She's a strong believer that if you're convinced you can enhance a program or solve a problem, she'll always encourage you try it your way. And she's not reluctant to step into the trenches with the troops to find out what customers of the FAA really need."

Ask her about her staff, and you'll see a smile as bright as strobes cross her face. She's very proud of her staff, as she says, "They're self motivated. We have one of the most successful runway incursion programs in the country, the lowest rate of runway incursions in the country per million operations. Our education program exposes youngsters not only to aviation but also a wide range of careers. In addition, we strongly support personal growth through our over 1,000 e-courses for FAA employees."

There are nine FAA regions in the country that normally meet on a quarterly basis. Each of the administrators reports to an Associate Administrator to Administrator Marion Blakey. At these meetings, they discuss a wide range of issues and despite the fact the regions may vary in size, for the most part they all have similar problems. But whenever a region has a problem that may not be prevalent in the other regions, all nine administrators spend time trying to aid that particular region.

When asked if she found it difficult learning to fly and moving into aviation, she replied, "At first it was challenging. For me to suddenly enter a world of engines and props and aerodynamics, well, it was a bit overwhelming and I had to study really hard. But once I soloed and understood the machinations of the equipment, I found it was one of the most thrilling experiences I ever encountered. Flying through the skies, looking at clouds and small towns, seeing the majesty and beauty of lakes and oceans gave me one of the most exhilarating feelings I've ever had. I don't fly as often these days as I'd like to—I miss it."

Amy, who likes to ski and travel, grew up in Lexington and now lives in Winchester with her husband and three children; their daughter is a teacher in Austria on a Fullbright scholarship, one son is a freshman at Tufts and another son is on his way to Holy Cross.

When asked what she enjoyed most about her job, She replied, "It's challenging. Always something new happening. New rules and regs. New equipment and avionics being developed and it's up to us to be certain that requirements are complied, both by GA and the airlines. I only wish I had more time to go out and meet more people. You learn so much when you talk to users."

Without a doubt, Amy Corbett is a real "people person" and certainly an asset to the FAA, pilots, mechanics and everyone else connected with aviation.

Not only does she love aviation, but she also listens and learns – and gets results.

She is the perfect epitome of a quote by Oliver Wendell Holmes.

"It is the province of knowledge to speak and it is the privilege of wisdom to listen."

AROUND HANSCOM

All pilots should be on the alert July 26-29.

Boston Consolidated TRACON will be considering traffic management initiatives to accommodate anticipated high air traffic activity generated by the **Democratic National Convention** in Boston (July 26-29) and the NASCAR New England 300 races at Loudon, NH on July 25th. It is probable that beginning July 23rd, through August 1st, a Special Traffic Management Program (Slot Programs to Beverly, Lawrence, Norwood, and Bedford Airports), Temporary Flight Restrictions, and other initiatives may be in effect. Notices, restrictions, and advisories may change at any time and without notice. Pilots are reminded to obtain a complete preflight briefing regarding these procedures and initiatives.

Chalk up another first for **Tom Hirsch**, our computer guru. He recently got his rotorcraft-helicopter rating. Tom is the first pilot from **East Coast Aviation** to obtain the rating. When asked what the exam was like, Tom replied, "The flight test covered all the required standard and emergency maneuvers; settling with power, low RPM, simulated engine failure, normal and steep approaches, max performance takeoff, slide on landing, normal autorotation, and hovering auto. The wind helped with the auto rotations. In fact the hovering auto went so well, the examiner asked if it was skill or just luck. It was the best one I have ever done but I have to admit that there was a lot of luck involved." Knowing Tom as well as we do, especially since he's rated for multiengine, instruments and gliders, we'd say luck probably played a small part in the exam. Skill and brainpower played the major role.

According to **Fred Bellows** of **East Coast**, aircraft sales are improving. Piston airplane sales are good indicators of how the economy is doing. When people get nervous, aircraft sales tank. But based on several indicators, it appears that the economic recovery is continuing. The General Aviation Manufacturers Association (GAMA) said tax incentives, such as bonus depreciation helped boost sales. Based on the figures, Cirrus Design is now selling more four-seat piston airplanes than any other company, nudging out Cessna. Cirrus recorded 105 shipments compared with Cessna's 89. In the rotorcraft world, Robinson Helicopter saw an 82-percent increase in deliveries. And on the used airplane side, AOPA has seen an increase in the number of members accessing Vref, AOPA's aircraft valuation

National airshow performer **Ian Groom**, 58, died on his birthday in the crash of his Russian-built Sukhoi 31 aerobatic aircraft on April 30 during practice for the Air and Sea Show in Fort Lauderdale, Florida. He failed to recover from a series of flat spins. The South African-born Groom was a mentor to airshow pilot **Michael Goulian** of **Executive Flyers Aviation** and friend to most of today's top airshow stars. Groom set a record two years ago for 57 consecutive snap rolls in less than 30 seconds.

Incidentally, **Michael Goulian** recently had his aerobatic aircraft repainted. The paint scheme is awesome. If you haven't seen it, drop by **Executive Flyers Aviation** in the Terminal Building and check out the photo.

Here's good news for Hanscom pilots. **Rick Blaze**, General Manager of **Signature Flight Support** in Bedford wants all airport tenants to know that Signature will give them a \$.75 cents per gallon discount every day of the week on Avgas.

One of our foremost seminar speakers in this area is **Bob Adelizzi** from **Boston TRACON**. Bob is now available to speak at flight schools. His discussions would supplement ground-training curriculum. Subjects include Boston Class "B" airspace, pilot/controller communications, basic and local ATC procedures. They can be tailored

If you have news you feel may be of interest to readers of
The HANSCOM BEACON, please direct your information to:

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to meet class size and experience levels. Bob has over twenty years of ATC experience in the Boston area and has been conducting safety seminars as an **Aviation Safety Counselor** with the Boston and Portland FSDO offices for eight years. For further information or to arrange a class, contact Bob at RAdeli2940@aol.com, or 978-808-8112.

If you hear a young sounding voice coming from **Ed Bigham's** red, white and blue Decathlon N503DM, it belongs to his 13 year-old grandson, **Brian**. Ed's been taking Brian through the paces of flight and according to Ed, the youngster throws the terminology about lift, drag, thrust and yaw around like an old timer.

Bob Risso gave us some good news about **Nancy Risso**, who recently had her foot operated on. She's coming along nicely and should be back at the Boston FSDO soon. Nancy was always a favorite when she was Safety Manager and since becoming POI (Principal Operating Inspector) has made many new friends for the FAA.

Congrats to **Ken Bloomquist**, President, **Dierdre O'Connor** Vice President, **Dave Graham**, Secretary and **Dan Schrager**, Treasurer. All were elected to their new positions by the Board of Directors of the Aero Club of New England.

EMAIL ADDRESS LIST FOR HANSCOM RESIDENTS BEING COMPILED

The Hanscom Airport Operations Department is continually updating its tenant information database. They would like to add your e-mail address to the database, so they can forward notices and important information to you. If you are interested, please forward your e-mail address, as well as any other address and phone number changes, to: beacon@massport.com. This address can also be used to report any problems or outages with your T-hangar or tiedown as well.

**PLEASE BE CERTAIN
TO CHECK FOR TFRs
BEFORE FLYING.**

HANSCOM PHOTO CORNER

